The first phase of construction on the realignment of Highway 279 has been completed. The entire right-of-way (including that part within the minesite) is fenced. The shoulder of the road and topsoil borrow area have been graded, contoured, seeded, and mulched. Access at the southern end of the minesite is controlled by two locked gates: one blocking the road north toward the housing area and another blocking access to the Rio Paguate (ford) crossing.

Anaconda repaired the breached berm along the Rio Paguate (inspection report of August 15, 1985) and built three new berms along the access ramp between dumps Q and R and Protore Pile SP-1-A. Anaconda also bermed the road leading down to the Paguate crossing along the north side of dumps Q and R. These berms should control the runoff which was breaching the riverside berm.

The P-10 decline and NJ-45 adits were inspected to make sure there was no easy access to the underground workings. The P-10 decline is secured by a locked, heavy chain-link gate. The three NJ-45 adits are secured by steel rebar welded together in a grid pattern. This rebar grid is, in turn, welded into the portals of each adit.

The Old Shop, P-10, and New Shop buildings were inspected. The Old Shop buildings are in poor condition and show evidence of being vandalized. The P-10 and New Shop buildings are in good condition. The New Shop area is fenced and the road to the P-10 building is blocked to prevent access to the rest of the minesite.

Dumps C, D, E, F, G, I, J, L, K, Y, Y2, and W were examined to check on revegetation and slope erosion. Generally, most dump tops show fair to good vegetative cover, but most dump slopes show poor revegetation. Protore piles SP-17BC, SP-6-B and 17-E were inspected and gamma radiation readings taken. Gamma radiation in these protore pile areas were as high as 300 micro Roentgens per hour. Gamma readings were taken throughout the inspection and were found to correlate well with the readings obtained by EG&G from their aerial survey done for the Jackpile EIS.